

# BookletChart™



## Stephens Passage to Cross Sound – Including Lynn Canal

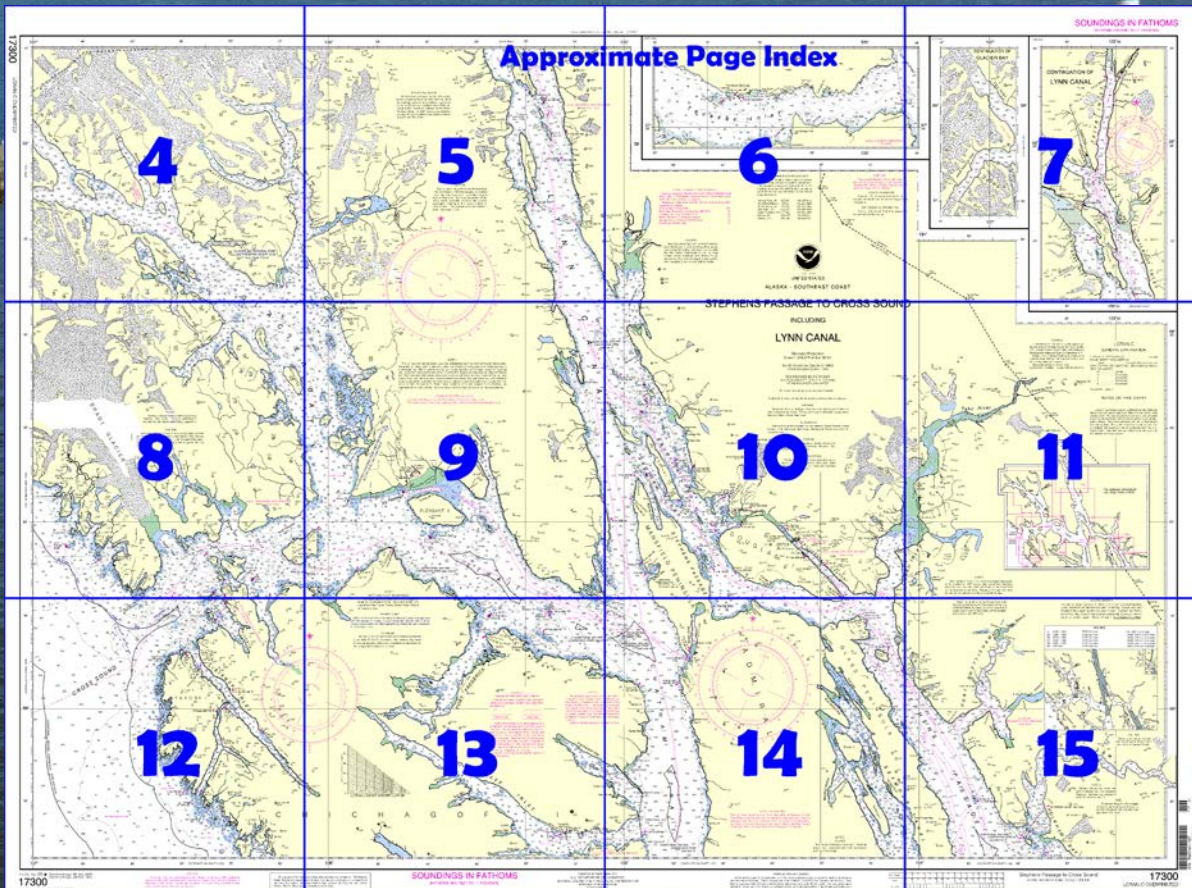
NOAA Chart 17300

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17300>.



**(Selected Excerpts from Coast Pilot)**

**Windfall Harbor** is on the W shore of Seymour Canal, abreast the NW end of Tiedeman Island, and about 23.5 miles N of Point Hugh. **Windfall Island**, large and high, is in the middle of the entrance. A flat extends about 0.8 mile from the head of the bay, and a long bight indents its W shore 1.5 to 2.8 miles SW of Windfall Island. The entrance to Windfall Harbor is SE of Windfall Island between **Late Point**, the S end of the island, and **Staunch Point**,

directly opposite on Admiralty Island. A 2½-fathom shoal extends 0.3 mile S of Late Point. The passage on the NW side of Windfall Island is foul. The midchannel depths in the harbor are 12 to 19 fathoms.

On the shoreline W of the N end of Windfall Island is the access point to the Pack Creek bear viewing area, part of the Stan Price Wildlife Sanctuary. The tide flats at the mouth of **Pack Creek** are part of the Sanctuary and are closed to all boat traffic when submerged at any tide level. The area is managed by the U.S. Forest Service and the Alaska Department of Fish and Game. Permits required from June 1 to Sept. 10; contact the district office in Juneau at 907-586-8800 for more info.

Windfall Harbor should be approached only by the channel W of Tiedeman Island, which is about 0.8 mile wide. In using this passage keep in midchannel, except at a point 2 miles above the SE end of the island, where the W shore, which is bold, should be favored to avoid a patch of rocks about 700 yards off the E shore. A ¾-fathom spot is 0.8 mile E of Staunch Point. Enter the harbor SE of Windfall Island and anchor anywhere in 15 to 17 fathoms, sticky bottom.

**King Salmon Bay**, on the W side of the canal near its head, affords anchorage but the approach is difficult. The U.S. Fish and Wildlife Service patrol vessel BRANT reported grounding on a gravel bar that extends 100 yards W from the end of the long point.

**Tracy Arm**, the N arm of Holkham Bay, takes a general N direction for 9 miles and then turns E 16 miles to its head, where two large glaciers discharge into salt water. The arm is often clogged by small icebergs for several miles, and great care is needed in navigating the ice field. Both glaciers, **Sawyer Glacier** and **South Sawyer Glacier**, can be very active, and huge blocks of ice fall off their faces into very deep water. These can generate waves that have been observed as high as 25 feet; however, a small boat can ride the waves safely if it keeps a few miles distance from the glacier face and avoids getting packed in the ice flow. It is recommended that vessels use extreme caution and avoid navigating in proximity to the glacier faces. In the N branch of Tracy Arm, which extends from **Sawyer Island** (57°52'45"N., 133°11'25"W.) to Sawyer Glacier, there is a shoal area on the E side of the arm which reaches a minimum depth of 0.8 fathom at MLLW and extends to 57°53'40"N., 133°10'51"W., about 250 yards from a waterfall on shore. Caution is advised in this area. Tracy Arm, with its deep water, numerous waterfalls, and bold shores, is one of the outstanding fjords of SE Alaska. The entrance to the arm is about 1.75 miles wide. The navigable channel, only 0.3 mile wide, has a depth of 6½ fathoms and is marked by two unlighted buoys and a mariner activated sector light (57°49'24"N., 133°34'27"W.) on the E shore of the arm, and heavy kelp beds in the summer on the SE side. To activate the sector light, mariners should transmit 5 carrier pulses in 5 seconds on VHF-FM channel 65. The aid will remain lighted for 10 minutes. The buoys and lights are seasonal. The buoys may become submerged during periods of strong current. Tidal swirls, in conjunction with very strong currents, will be met in the entrance except at slack water. Caution should be used when transiting this area due to large pieces of ice moving through the entrance with the current. A daybeacon with a radar reflector is inside the entrance on the W shore in about 54°47'29"N., 133°37'53"W.

**Williams Cove**, a deepwater anchorage with constricted swinging room and hard bottom with patches of mud, is at the head of a large bight on the W side of Tracy Arm about 6 miles above the entrance to the arm. An anchorage for small boats in 5 fathoms, rocky bottom, is reported available in the small bight on the W side of the arm, about 2 miles above the entrance. A rock awash is about 0.2 mile SE of the entrance to the small bight.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

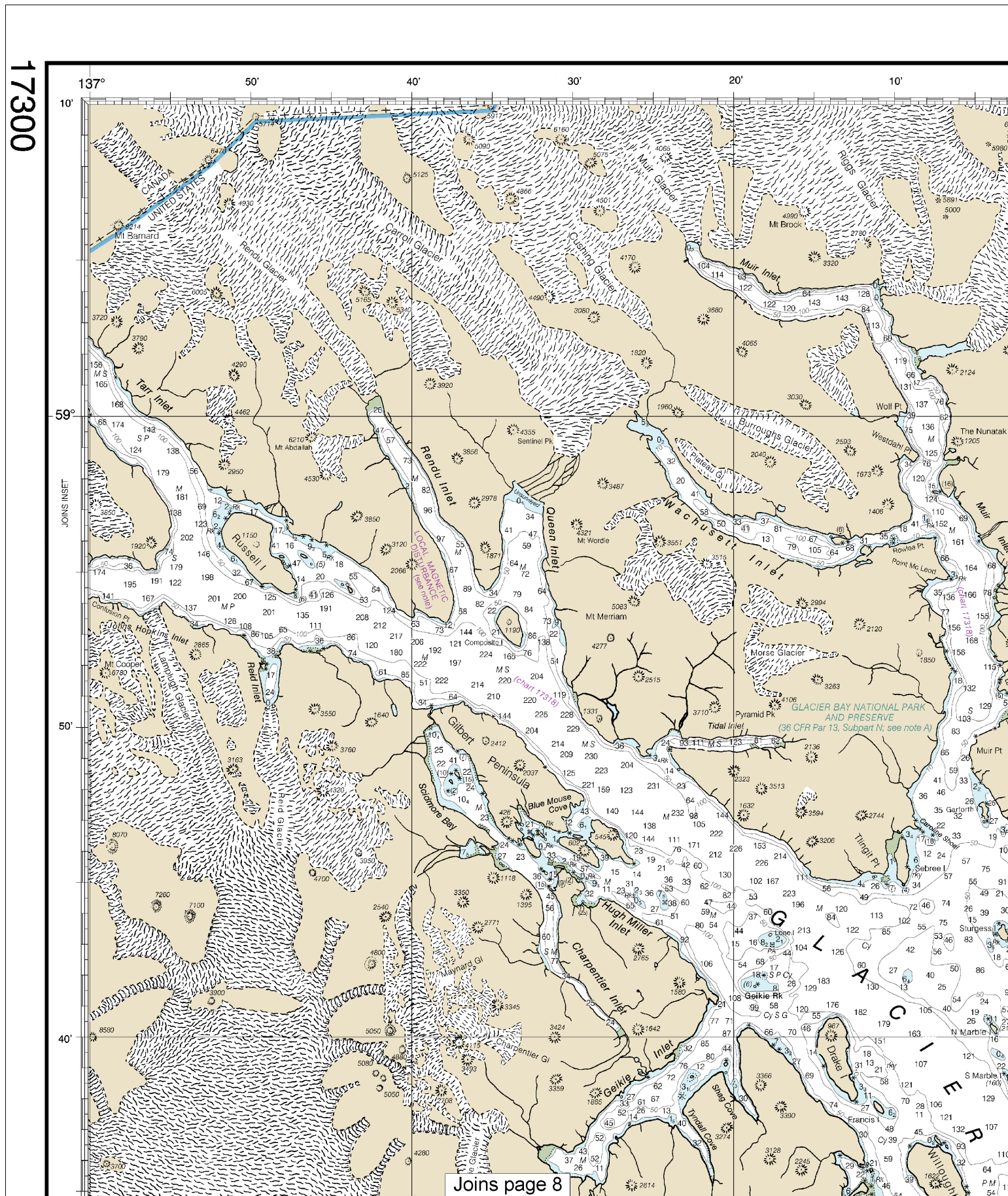
## Lateral System As Seen Entering From Seaward

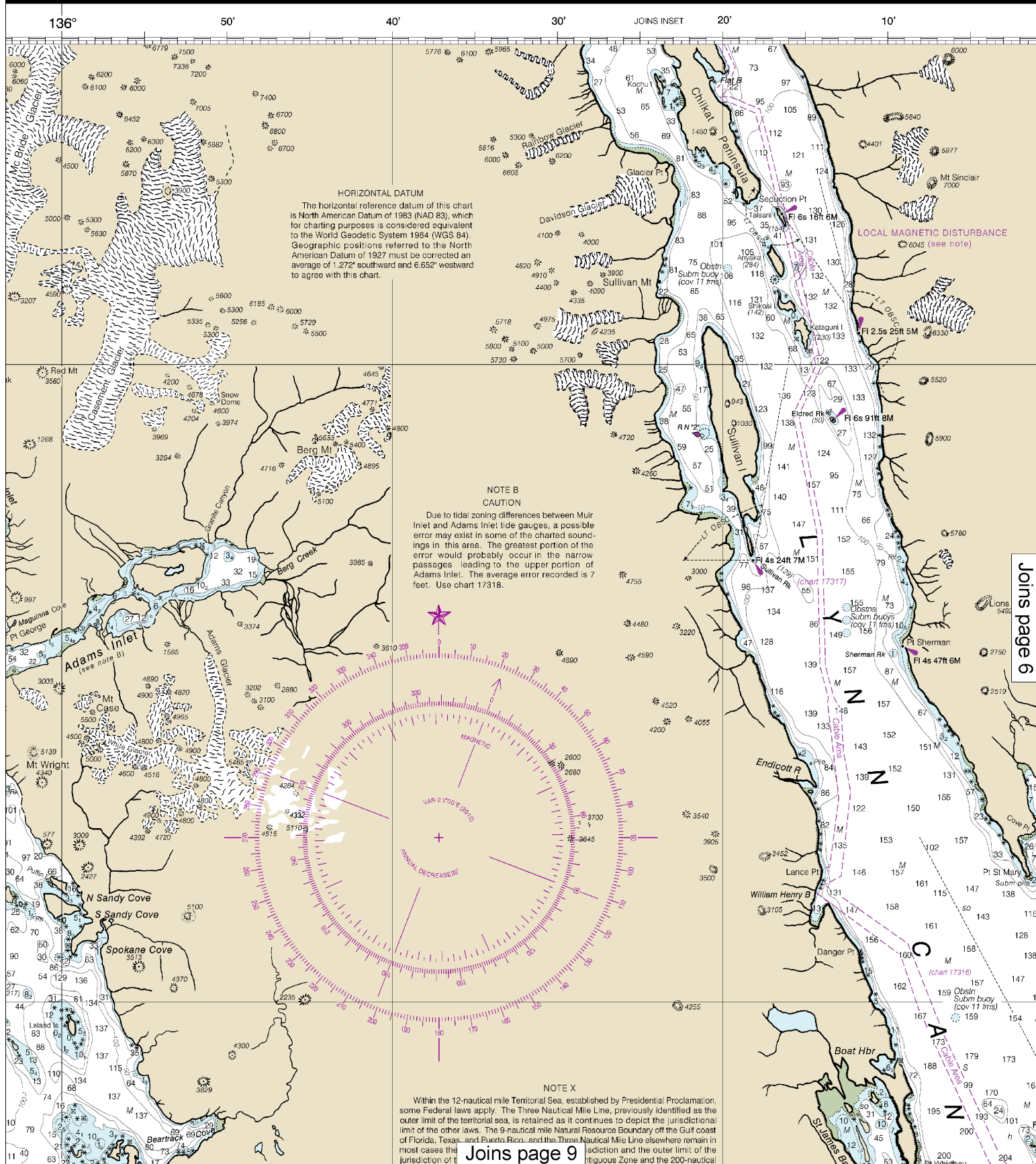
on navigable waters except Western Rivers

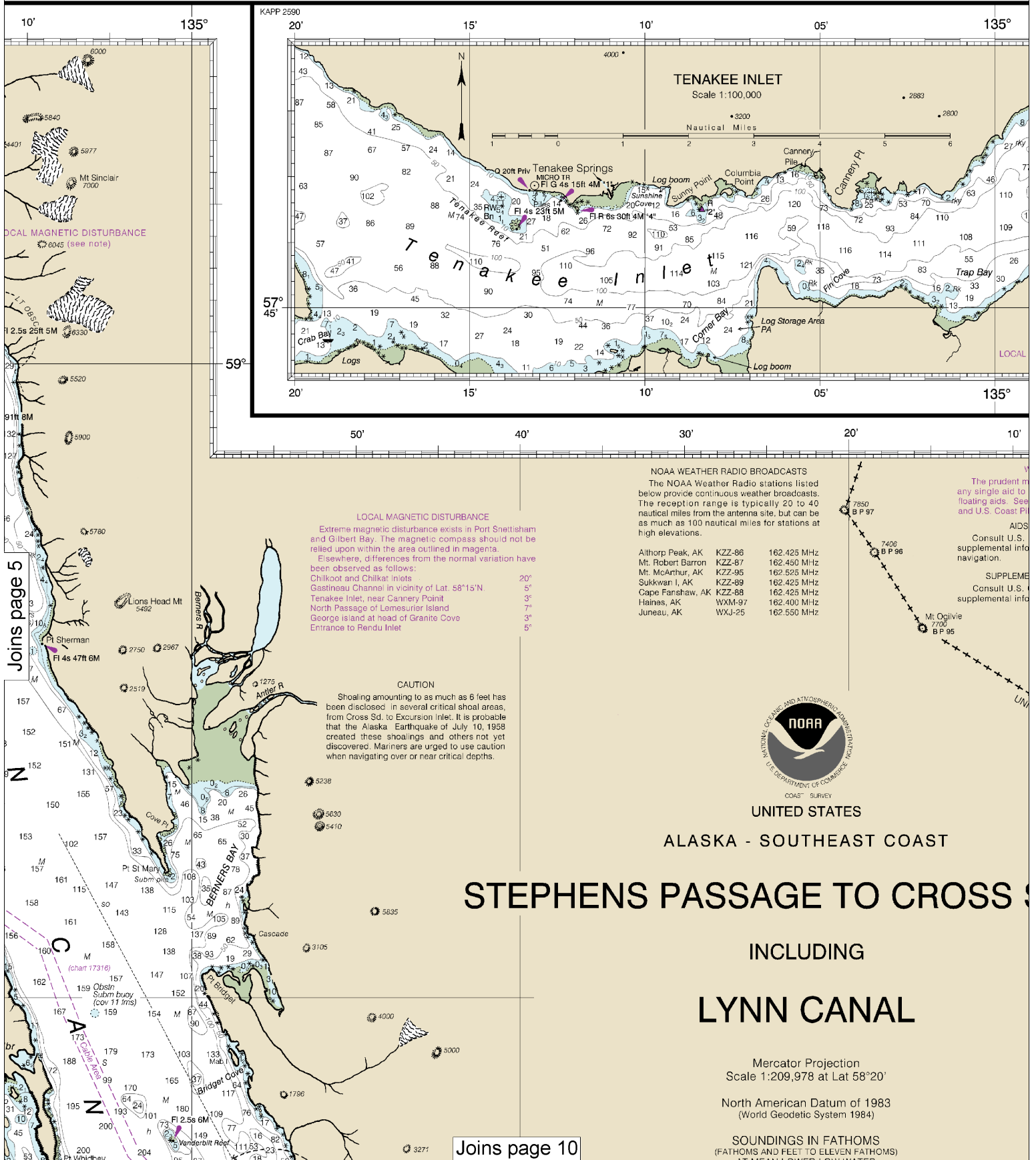


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



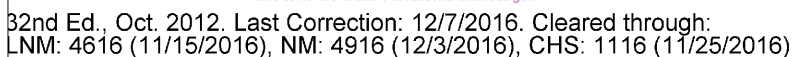


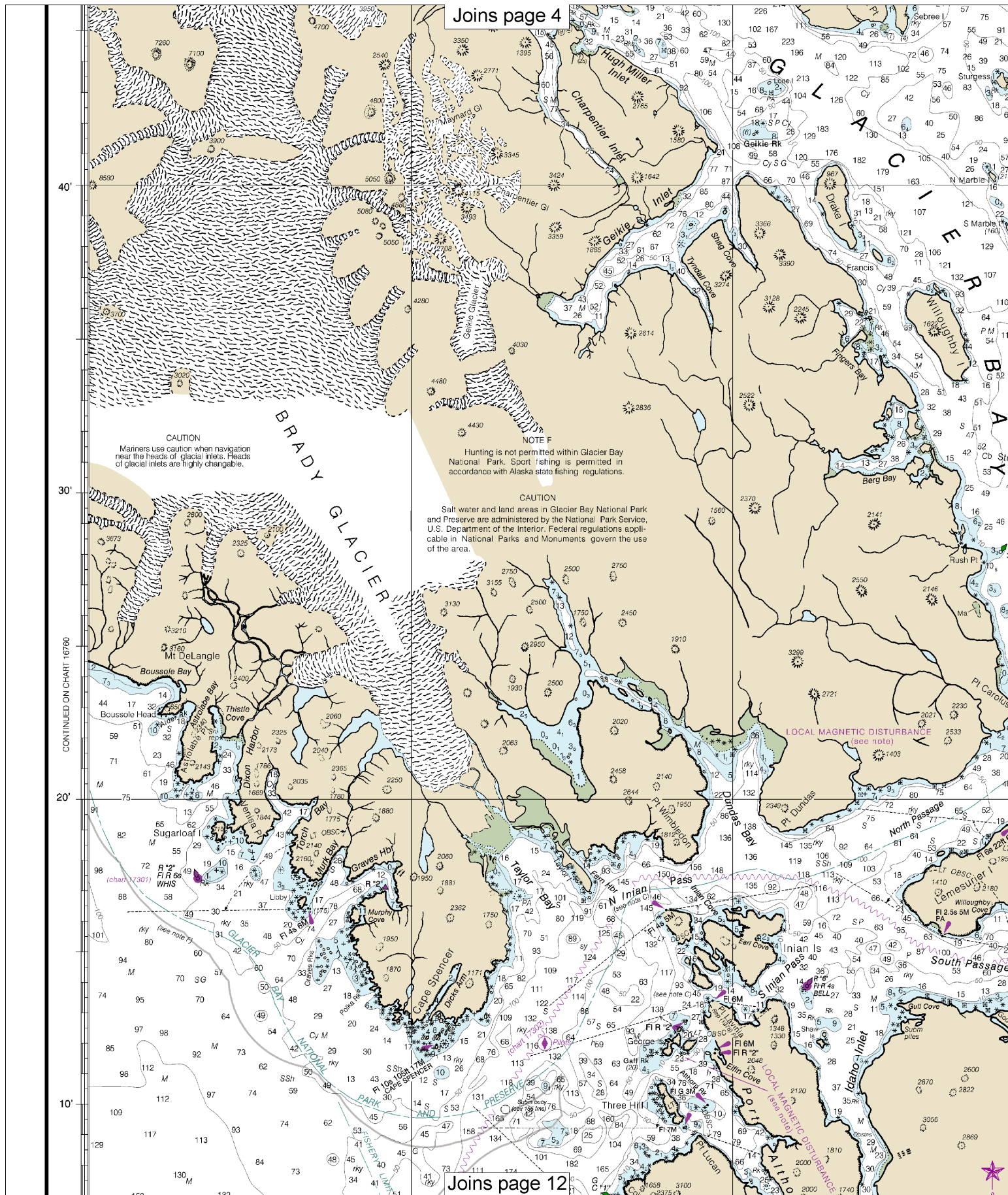


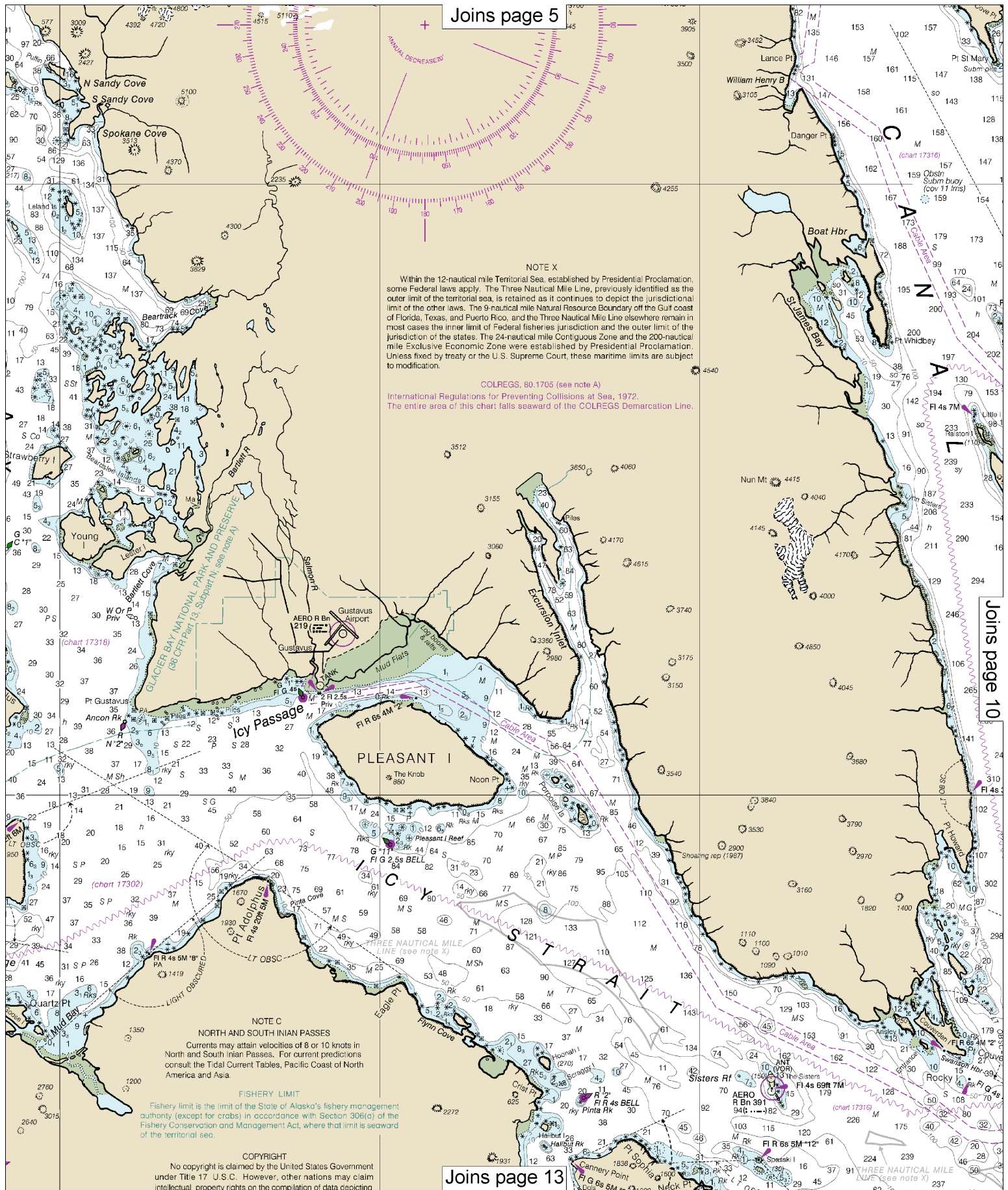
6

Note: Chart grid lines are aligned with true north.

(FATHOMS AND FEET TO 11 FATHOMS)







Joins page 5

Joins page 10

Joins page 13

# STEPHENS PASSAGE TO CROSS

## INCLUDING LYNN CANAL

Mercator Projection  
Scale 1:209,978 at Lat 58°20'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

### HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from Geological Survey and the U.S. Coast Guard.

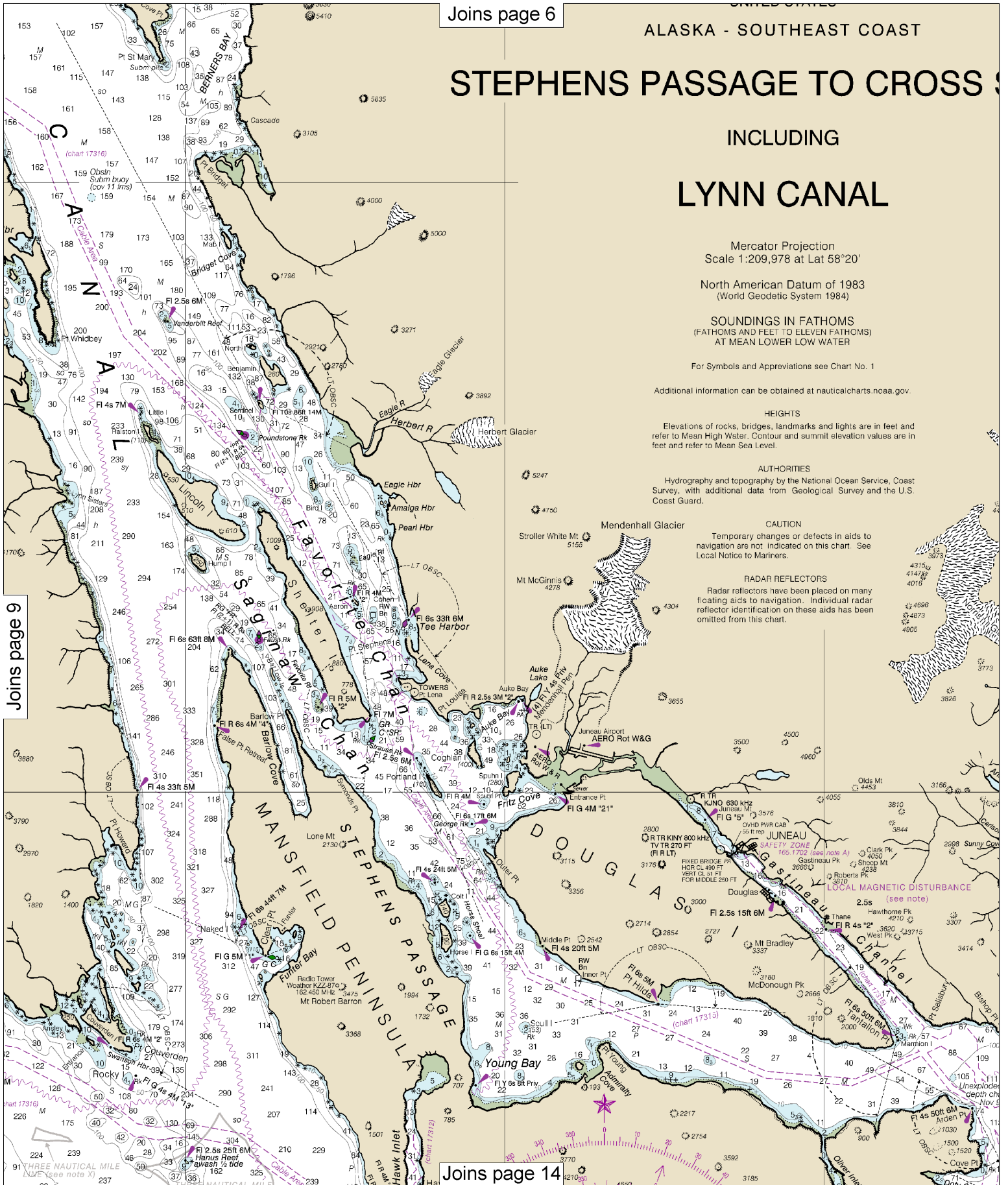
### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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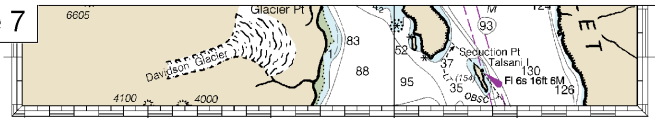
Joins page 14

10

Note: Chart grid lines are aligned with true north.

SOUND

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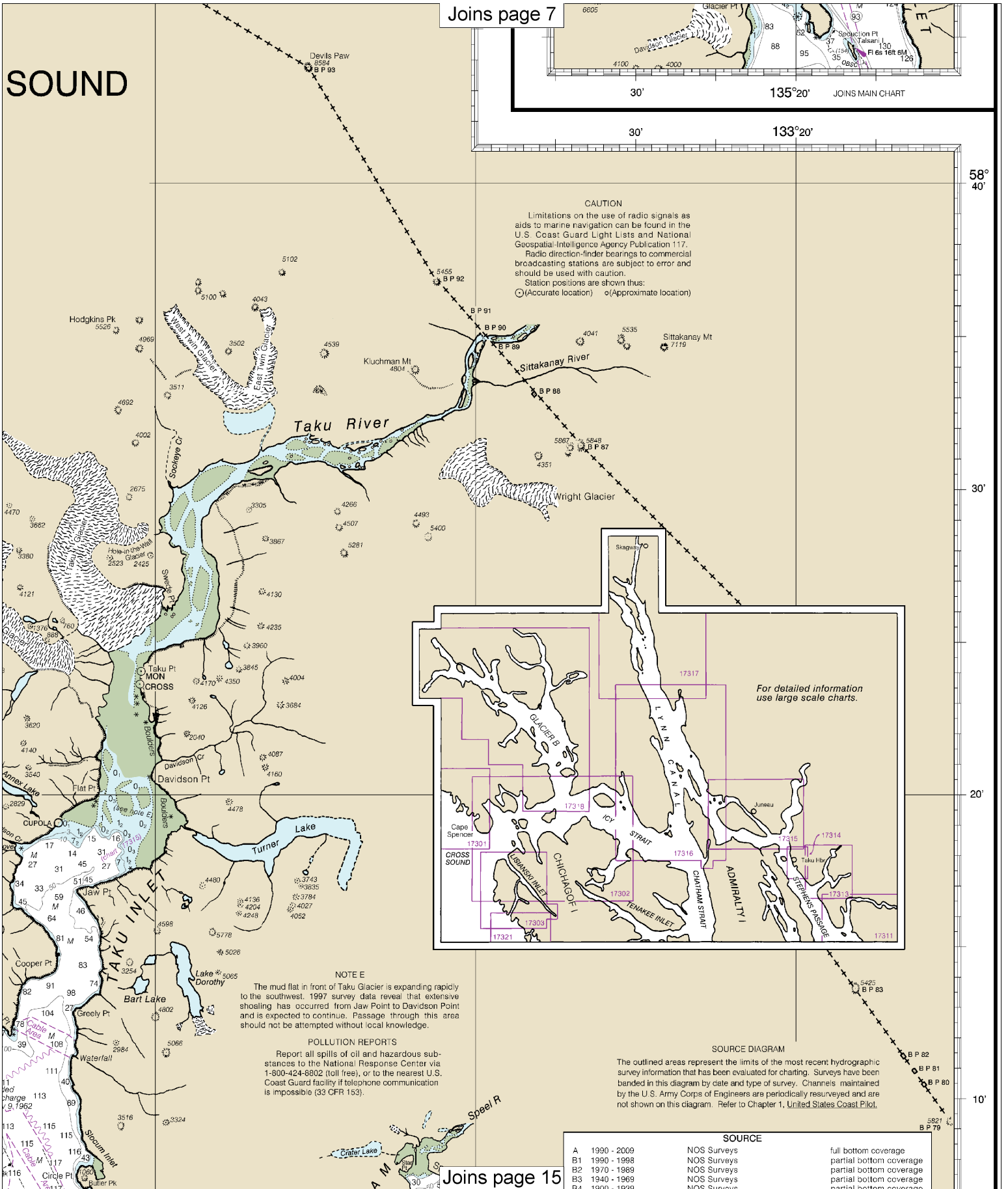


30' 135°20' JOINS MAIN CHART

30' 133°20'

58°  
40'

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)



30'

20'

10'

**NOTE E**  
The mud flat in front of Taku Glacier is expanding rapidly to the southwest. 1997 survey data reveal that extensive shoaling has occurred from Jaw Point to Davidson Point and is expected to continue. Passage through this area should not be attempted without local knowledge.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

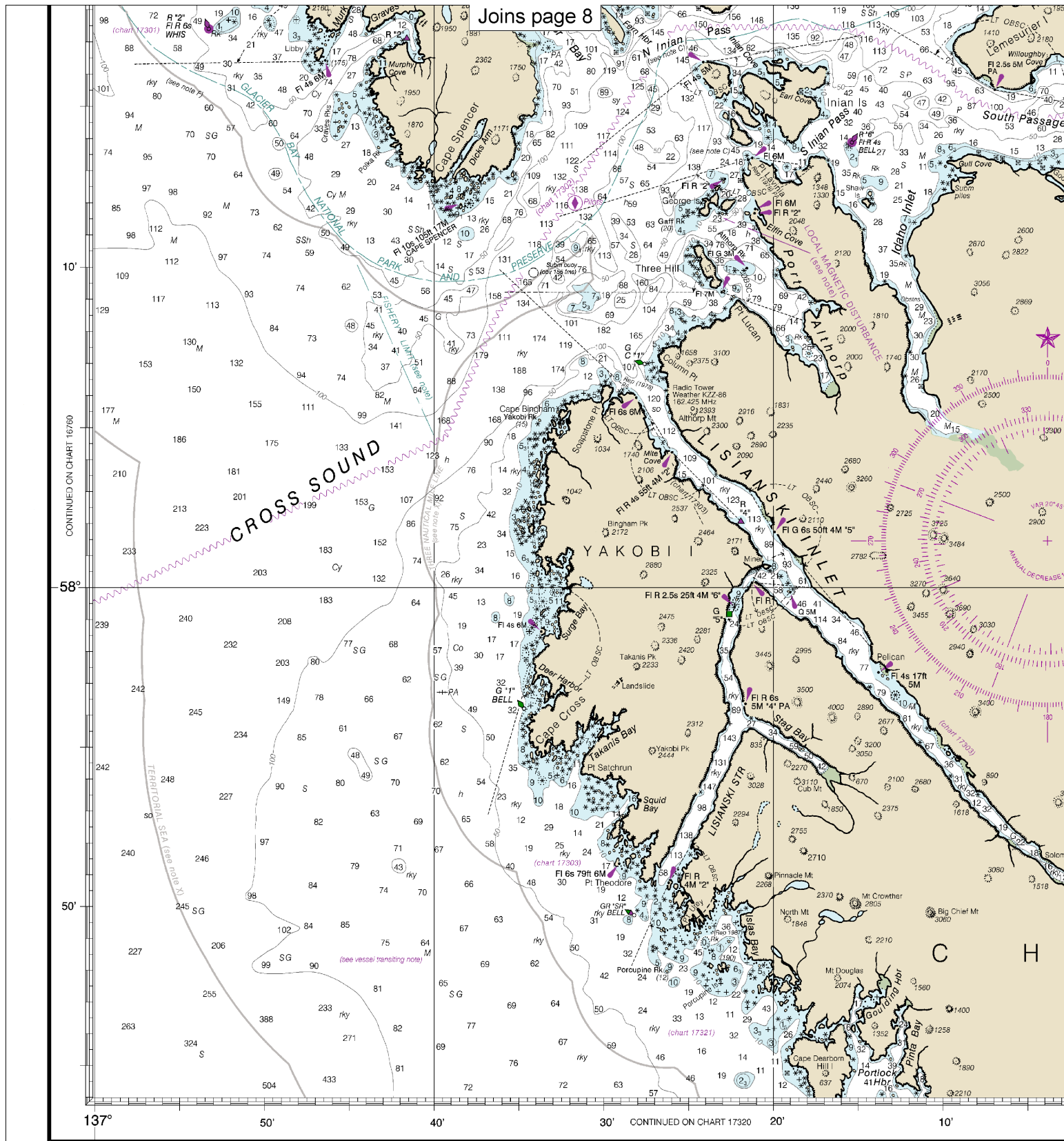
**SOURCE DIAGRAM**

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**SOURCE**

A	1990 - 2009	NOS Surveys	full bottom coverage
B1	1990 - 1998	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

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#### CAUTION

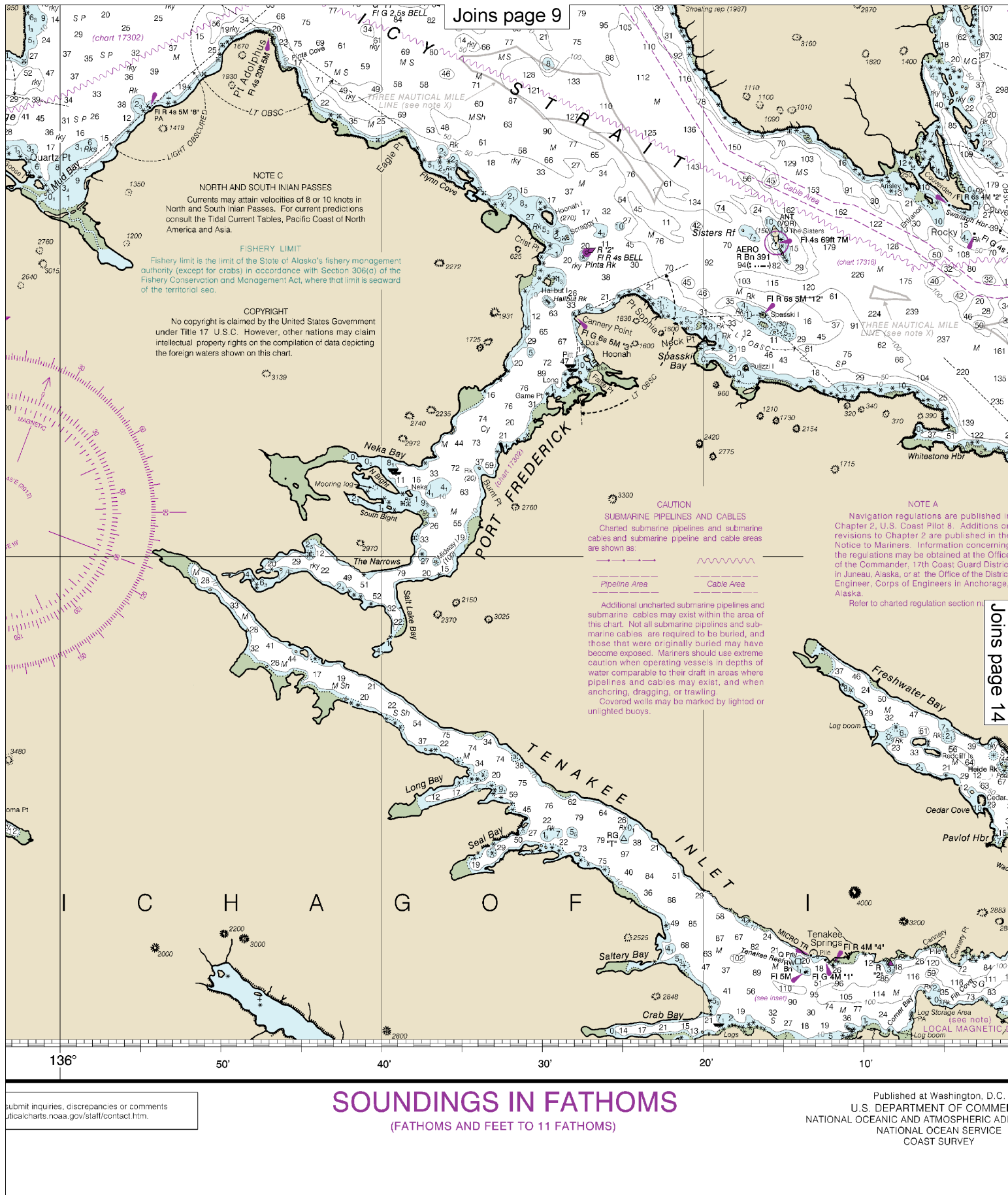
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit comments about this chart at <http://www.nauticalcharts.noaa.gov>.

32nd Ed., Oct. 2012. Last Correction: 12/7/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

12

Note: Chart grid lines are aligned with true north.



Joins page 9

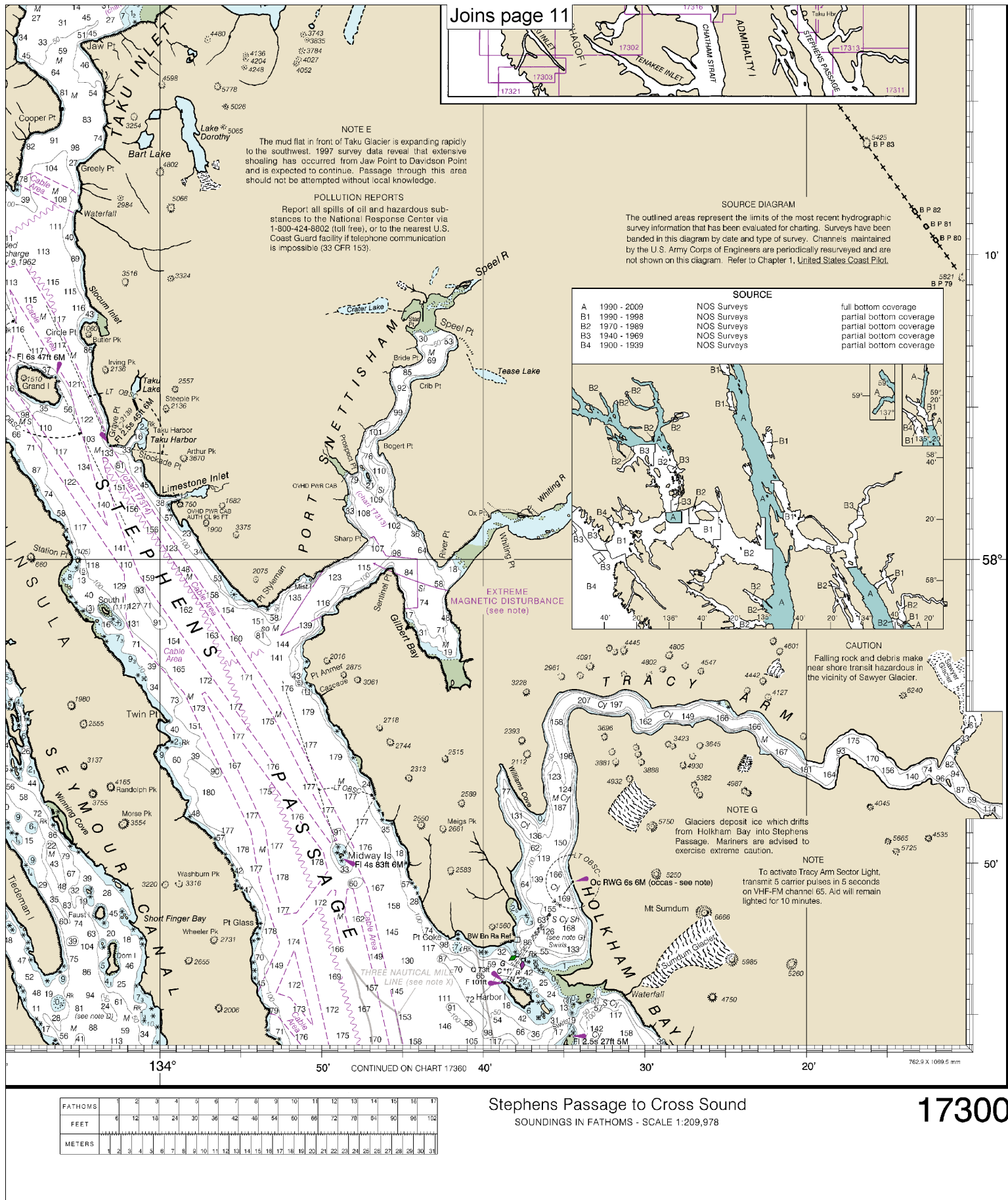
Joins page 14

## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY





Joins page 11

#### NOTE E

The mud flat in front of Taku Glacier is expanding rapidly to the southwest. 1997 survey data reveal that extensive shoaling has occurred from Jaw Point to Davidson Point and is expected to continue. Passage through this area should not be attempted without local knowledge.

#### POLLUTION REPORTS

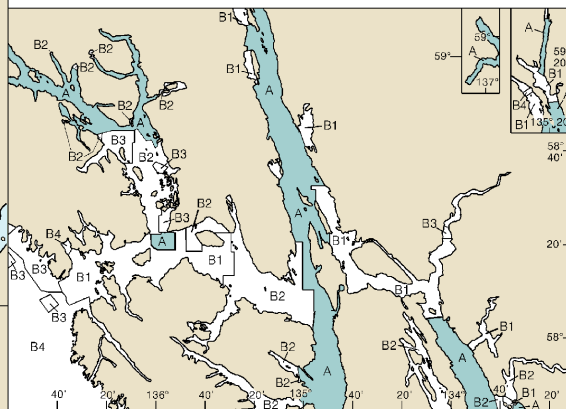
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#### SOURCE

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B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



EXTREME  
MAGNETIC DISTURBANCE  
(see note)

#### CAUTION

Falling rock and debris make near shore transit hazardous in the vicinity of Sawyer Glacier.

#### NOTE G

Glaciers deposit ice which drifts from Holkham Bay into Stephens Passage. Mariners are advised to exercise extreme caution.

NOTE  
To activate Tracy Arm Sector Light, transmit 5 carrier pulses in 5 seconds on VHF-FM channel 65. Aid will remain lighted for 10 minutes.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Stephens Passage to Cross Sound  
SOUNDINGS IN FATHOMS - SCALE 1:209,978

17300



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

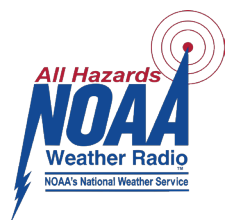
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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